

**House Study Bill 518 - Introduced**

SENATE/HOUSE FILE \_\_\_\_\_  
BY (PROPOSED DEPARTMENT OF  
TRANSPORTATION BILL)

**A BILL FOR**

1 An Act relating to certain reporting requirements of the  
2 department of transportation.  
3 BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

1 Section 1. 2015 Iowa Acts, chapter 2, section 12, subsection  
2 2, is amended to read as follows:

3 2. It is the intent of the general assembly that the state  
4 department of transportation and the state transportation  
5 commission shall utilize one hundred percent of the revenue  
6 produced as a result of the increase in the excise taxes on  
7 motor fuel and certain special fuel enacted in this Act that  
8 is allocated to the department on critical road and bridge  
9 construction projects. ~~The department shall identify the~~  
10 ~~critical road and bridge construction projects funded with such~~  
11 ~~revenue in the department's annual five-year transportation~~  
12 ~~improvement program report.~~

13 Sec. 2. 2015 Iowa Acts, chapter 2, section 12, subsection 3,  
14 is amended by striking the subsection.

15 Sec. 3. REPEAL. 2012 Iowa Acts, chapter 1129, section 4,  
16 as amended by 2014 Iowa Acts, chapter 1123, section 21, is  
17 repealed.

18 EXPLANATION

19 The inclusion of this explanation does not constitute agreement with  
20 the explanation's substance by the members of the general assembly.

21 In 2012, the general assembly required the department of  
22 transportation (DOT) to submit quarterly reports regarding the  
23 implementation of efficiency measures identified in the road  
24 use tax fund efficiency report published in January 2012. The  
25 DOT is required to provide details of activities undertaken  
26 relating to one-time and long-term program efficiencies and  
27 partnership efficiencies. Issues required to be covered in the  
28 reports include but are not limited to savings realized from  
29 the implementation of particular efficiency measures; updates  
30 concerning measures that have not been implemented; efforts  
31 involving cities, counties, other jurisdictions, or stakeholder  
32 interest groups; any new efficiency measures identified or  
33 undertaken; and identification of any legislative action that  
34 may be required to achieve efficiencies. In 2014, the general  
35 assembly amended this reporting requirement by making it an

1 annual, rather than a quarterly, report. This bill repeals the  
2 entire reporting requirement.

3 In 2015, the general assembly enacted legislation that,  
4 among other things, increased the state fuel tax. That  
5 legislation included a requirement that the DOT identify the  
6 critical road and bridge construction projects funded with  
7 revenue gained as a result of the legislation in the DOT's  
8 annual five-year transportation improvement program report.  
9 The bill strikes that reporting requirement.

10 In addition, the 2015 legislation required the DOT to  
11 identify \$10 million in efficiencies for FY 2015-2016 and  
12 FY 2016-2017. The DOT is required to provide details of  
13 activities undertaken to implement those efficiencies in the  
14 annual road use tax fund efficiency report. The bill strikes  
15 this provision.